

MEETING OF THE
TRANSPORTATION AUTHORITY OF MARIN
TAM

THURSDAY, January 25, 2007
7:30 PM

ROOM 330
MARIN COUNTY CIVIC CENTER
3501 CIVIC CENTER DRIVE
SAN RAFAEL, CALIFORNIA

MEETING MINUTES

Members Present: Steve Kinsey, Chair, Marin County Board of Supervisors
Barbara Heller, Alternate, City of San Rafael
Susan Adams, Marin County Board of Supervisors
Judy Arnold, Marin County Board of Supervisors
Hal Brown, Marin County Board of Supervisors
Charles McGlashan, Marin County Board of Supervisors
Peter Breen, San Anselmo City Council
Carole Dillon-Knutson, Novato City Council
Melissa Gill, Corte Madera Town Council
Joan Lundstrom, Larkspur City Council
Mary Ann Maggiore, Town of Fairfax
Michael Skall, Ross Town Council

Members Absent: Al Boro, Vice Chair, City of San Rafael
Amy Belser, Sausalito City Council
Thomas Cromwell, Belvedere City Council
Alice Fredericks, Tiburon Town Council
Dick Swanson, Mill Valley City Council

Staff Members Present: Dianne Steinhauser, TAM Executive Director
David Chan, TAM Programming Manager
Tho Do, Marin DPW Associate Civil Engineer
Jessica Woods, TAM Recording Secretary

Chair Kinsey called the Transportation Authority of Marin Meeting to order at 7:34 p.m.

1. Chair Reports

Chair Kinsey welcomed to the TAM Board of Commissioners and swore in Mary Ann Maggiore from the Town of Fairfax. He also welcomed Commissioner Judy Arnold to her first TAM meeting.

Chair Kinsey reported that he and ED Steinhauser used public transit today to visit the Water Transit Authority at their new office at Pier 9 in San Francisco. He also reported that the County's Nonmotorized Transportation Pilot Program is moving forward. County staff are reviewing about 200 suggestions that were received from the different cities, towns and County as well as from interested parties. A list is being evaluated and ranked and then recommendations will be made to the DPW Director who will come to the Board of Supervisors in the spring. TAM appointed a subcommittee who will meet with County staff in the near future. He announced that TAM's Board of Commissioners will conduct a workshop in the next few months with congestion, mobility and future goals among some of the topics to be discussed.

Commissioner Lundstrom encouraged Commissioner alternates to attend the workshop as well. Staff agreed to invite them as well.

2. Commissioner Matters not on the Agenda

Commissioner Adams reported that she and Commissioner Dillon-Knutson attended a heated discussion at the Association of Bay Area Governments (ABAG) where the Board discussed methodology for the RHNA (Regional Housing Needs Assessment) allocation. The Board accepted the county, cities and towns 50/50 split for the sphere of influence and also allocated low-income housing, which would reduce the numbers of low-income housing for areas that already have higher percentages and add low income and very low housing to those areas that had not been contributing to the low-income phase. They included a methodology for RHNA allocation that included a jobs/housing mix and only existing transit, not planned transit. They were able to make some modifications, but for some cities and towns in Marin County, noting there are still challenges and opportunities to have discussions with ABAG as individual cities and towns. She appreciated this meeting because it provided an opportunity to have a discussion about housing, regional planning and sphere of influence. She wanted TAM to consider reinitiating the Countywide Planning Agency or Committee to discuss how to work together on these types of issues. She would rather work these out within the County and then present to the regional agency rather than have those discussions at the regional agency. Also, on February 12th, ABAG will present their Visioning process at the San Rafael City Council Chambers. She and Commissioner Dillon-Knutson will attend as ABAG representatives, with the intention to begin the process for how to look as a County, but also how to connect with the region of the nine Bay Area counties. She hoped members of the Water District and Sewer District will participate. She then reported that in regards to the Transportation Bond's State Local Partnership Program, LA County and Senator Perata are working to expand the concept of eligibility for funds beyond self-help counties, which would reduce the amount of dollars coming to those that worked very hard politically to get a sales tax for transportation; CSAC will discuss this issue at the next legislative conference in February. The request is that those that are self-help counties must make a very strong pitch in that regard. Also, the Marinwood community liked the TETAP Study conducted by MTC to help calm traffic at the Marinwood exit and desired a presentation or consideration of that to this body. She further reported that she met with the Lincoln Hill neighbors and they thanked this Board for keeping the program intact to help them deal with the sound issues.

Commissioner Dillon-Knutson announced that today she attended a very interesting meeting of the League of Cities in Sacramento. It is an Infrastructure Adhoc Committee dealing with criteria that the League would use to recommend to the legislature how to distribute the bond money. She believed it was very important that she made the case for small cities because there is a major push for big cities to receive all the funds and this criteria would provide for a more equitable distribution..

Commissioner Arnold suggested changing the start time of the TAM meetings to 7:00 p.m. An informal vote, via a show of hands, was taken and it was decided that TAM would change its start time, on a trial basis, to 7:00 p.m.

3. Executive Director's Report

ED Steinhauser thanked the Citizens' Oversight Committee (COC) for finishing their meeting by cell phone light when the power shut off in the Civic Center. Also, she took an opportunity to give recognition to both the COC and the Technical Advisory Committee (TAC) who have been working very hard for TAM on a number of issues. Staff appreciated all their hard work in bringing forth effective

policies and recommendations to TAM. She then provided TAM with an Executive Director's Report for their review that included the following:

- Federal – Congress has not reached agreement on the federal budget. Continuing resolutions continue to fund the federal government while the budget is still being debated.
- State
 - Draft 2007-08 State budget
 - Bond Spending Accountability
 - California Transportation Commission
- Regional – MTC adopted its CMIA list at a special MTA Commission meeting on January 10th. All three of TAM's candidate projects received funding. Total funding to Marin projects at this point in the process through the CMIA and companion RTIP and ITIP equals \$292,000,000.
- Local – TAM issues Call for Projects on January 8th to identify candidates for expenditure of regionally administered "Lifeline" funds. Final deadline for this Call is March 2nd.

Commissioner Brown asked staff if it takes a movement by TAM to go to Caltrans to ask that they look into this study of allowing buses to use the shoulder. He wondered if it needed some type of sponsorship. ED Steinhauser stated that the TAM Board is free to make a recommendation, but that Caltrans has agreed to discuss and work with staff. The first steps will be a matter of looking at technical issues as well as liability issues. They have three primary partners: TAM, Golden Gate Transit and Caltrans. At this time, staff did not believe a recommendation is needed. This is a sensitive issue and Making any kind of strong request might elicit a strong response. Commissioner Brown believed it would be a very good idea to allow buses to use the shoulder. He believed a better Golden Gate Transit schedule would allow more individuals on the bus. He noted that bus drivers, unions and businesses have discussed this and the sooner the better would be great. He further added that every month that goes by is another month lost and recommended pursuing this vigorously.

Commissioner Dillon-Knutson asked if the right side of the freeway is wide enough for shoulder use. Commissioner Brown indicated that a study must be conducted.

Commissioner Heller noted that, in Oregon, trucks are allowed to use the highway shoulder and asked staff to review other State's laws. ED Steinhauser responded that Minnesota utilizes this type of transportation, but Caltrans has not, so staff must explore options. Commissioner Heller believed it is an excellent idea and should be brought forward as fast as possible.

Commissioner Arnold thanked staff for this discussion and noted that she contacted Jim Schmidt who has driven the shoulder from Rowland in Novato to Central San Rafael and believed it could take 30 minutes off the commute.

Commissioner Maggiore asked if there have been any discussions about having more buses, perhaps smaller buses that could travel more easily on the road. ED Steinhauser stated that MCTD and Golden Gate have discussed this extensively and she deferred to them on those discussions. Chair Kinsey noted that TAM allocates money to transit but they are self-administrating public agencies. They make selections through their short-range transit plans that they bring to TAM.

Chair Kinsey then discussed the Call for Projects under the "Lifeline" transportation program and asked staff if they will actively recruit agencies that might be candidates rather than wait. ED Steinhauser responded that they are working closely with the City of San Rafael to find implementation strategies to bring projects to fruition. There are several candidates that will be good. There are other communities that may be interested in trying to access these funds and staff has been in touch with those communities as well .. It is not a lot of money and they need to save some for the results of the

community study in Marin City. Staff is committed to look at other funding sources. Chair Kinsey believed School District participation is important as well.

Commissioner Breen discussed the use of shoulders for buses, referring to the lack of operating funds for transit; he believed this is a serious crisis. He stated that, in a sense, they are encouraging people to stop using transit and get back on the freeways by use of their vehicles. The community will get caught in the up coming years with limited abilities to expand transit, because they are at the limit with funding with Measure A and these costs will continue to increase. He wanted to see transit funding strengthened in the legislative advocacy program in Sacramento and DC because our success in addressing transportation is not all bricks and mortar. It is the drivers and fuel for transit.

The item was opened to the public.

David Schonbrunn, TRANSDEFF, stated that MTC studied shoulder use by buses during the HOV Lane Master Plan and it was a very exciting concept at the time, but that study was put on hold and he was unhappy with the result. It is good to see this resurrected. They specifically talked about the use of shoulders to create a "queue jump" to get buses stuck in traffic at the north end of Novato to get them around the jam up to the two lane section of the highway. In that one particular area, using the shoulder would be excellent. In regard to spillover, what happens when fuel prices rise, it creates a burden on transit agencies in terms of operating on diesel fuel. The purpose of the spillover account was to provide them with additional money to help them catch up with their fuel cost and the idea that the Governor is taking this money away completely misses the context and this Board must support continued funding to the public transportation account for the spillover.

Karen Nygren, Marin resident, discussed CMIA project recommendations and wanted clarification about the Marin Sonoma Narrows because it mentioned that funding would be from Novato south of Petaluma Bridge and she thought the bridge was included. Chair Kinsey responded that Segment B of the Marin Sonoma Narrows does extend across the bridge, but the funding recommended in terms of what is achievable stops at the south end of the bridge. It was felt it would not be achievable to put in such a large request. He further noted that there are three remaining segments that remain unfunded under this approach.

Roger Roberts, MCL, supported the idea of buses being able to use the shoulders and encouraged this approach to move forward.

The public input was closed.

4. Commissioner Report

a. **Executive Committee** - No report.

b. **Marin-Sonoma Narrows Policy Advisory Groups**

ED Steinhauser announced that under Caltrans current schedule, the draft EIR for the Marin Sonoma Narrows would be out in late March.

c. **SMART**

Commissioner McGlashan reported that the SMART Adhoc Committee is in the process of interviewing various people about potential system improvements that could be implemented in the next couple of years to make SMART smarter for 2008. That process will be continuing through March to probably

April or May. The SMART Board will consider all recommendations and they hope to start generating some thoughts and conclusions on various ideas in spring or summer.

Commissioner Breen announced that Commissioner McGlashan is the Vice Chair of SMART.

5. Consent Calendar

- a. Approval of TAM Minutes of December 14, 2006. Recommendation: Approve.
- b. Accept PPM Funds in the amount of \$24,000. Recommendation: Authorize the Executive Director to enter into agreement with Caltrans to accept PPM funds.
- c. Award CMP Contract. Recommendation: Authorize the Executive Director to execute a professional services agreement with DKS Associates for an amount not to exceed \$70,000.

The item was opened to public input, and seeing no one wishing to speak, the public input was closed.

Chair Kinsey asked for a motion.

Commissioner Adams moved and Commissioner Lundstrom seconded, to adopt the Consent Calendar as presented. Motion carried unanimously.

6. Caltrans Report – Doanh Nguyen

Jit Pandher, Caltrans representative, reported on Caltrans activity. He stated that the San Rafael/Richmond Bridge work was completed in December. Also, the Sir Francis Drake off ramp was opened just before Christmas. The temporary fence on top of the concrete barrier will be complete in the next four or five weeks. He thanked Commissioner McGlashan for all his efforts regarding the work at East Blithedale. Also, he reported that the Central San Rafael/Highway101 project is going very well.

ED Steinhauser announced that staff has a public outreach plan for the Central San Rafael/Highway101 project when lanes are moved to replace the highway. All lanes will remain open during the peak period, but will be moved around to accommodate the road widening work. She then recognized Mr. Pandher for all the hard work being done on the Gap Closure and that the CTC vote next week on the last phase of funding on the Gap Closure project; MTC has been very helpful as well. Staff noted that all issues were clear and that the project would be receiving the money.

Commissioner Dillon-Knutson received a call today that there is a sign on the San Marin on ramp that it will be closed for a month and desired some information. Commissioner Gill also noted that there is a sign on the 'Tamalpais Drive on ramp being closed in the evening as well. Mr. Pandher agreed to investigate.

7. Adopt the Legislative Platform

ED Steinhauser summarized the staff report and recommended that TAM review and adopt the TAM 2007 Legislative Platform.

The TAM state Legislative advocacy team of Shaw-Yoder was introduced. Paul Yoder reported that they have been making the rounds in the capital with new legislators. He was very impressed with Senator Huffman who has been very receptive. The legislature will be consumed by prison reform and universal health care. The assembly democratic office will be going to their annual retreat that occurs next week and they will probably spend over 90% of their time debating universal health care. The

bonds should be more in that mix. Since negotiations last year and passage of bonds, members do not see a need to discuss what voters just approved. On the budget, what the Governor has proposed related to transit funds might be unconstitutional. They are discussing this matter with several different law firms and they will update the Board in the future. Also, this Governor has several billion dollars in maneuvers and, in the end, gets them where they need to be in the budget, and meets the constitutional test for proposing a budget that is balanced on paper. Since the Governor released this budget, the legislative analysis believes the revenue estimates on the budget are overly aggressive. Also, the State lost its lawsuit related to compensation issues that will probably cost the State large sums of money in 2007-08. On the bonds, there is a new round of bonds that the Governor proposed. The package includes prisons, jails and surface storage for water. A lot of the pots of money for the bonds approved in November require a 2/3 vote and that sets the table for some deal making. This will become a more fluid situation and they will continue to keep the Board updated.

Gus Khouri indicated that the Governor's proposed budget actions are a 70% reduction in State operating money for transit. It is consistent with the proposal from last year, which was to take approximately 4 billion dollars of spillover funds. They spoke to Senator Huffman as well as both Chairs of the Assembly and Senate Budget Committee, and there will be a Senate informal hearing held in February where transit agencies will be able to voice their objection to the Governor's proposal. In regard to the 2007 State legislative program, based on comments made by TAM they made a few revisions as follows:

- Under Transportation Funding 3 – Rather than supporting fee on gas they rephrased their objective to monitor and consider MTC's proposal to provide more latitude.
- Under Air Quality – They added language to point No. 2 that takes into account new policies to improve the EIR process that also do not have negative impacts on reducing green house gas emissions.
- Under Alternate Modes of Transportation – They included language under point No.1 to support maintenance and to include Safe Routes to School (SR2S) support and the State level nonmotorized pilot program.
- Under point No. 5 – They modified the language to support federal as well as State income tax benefits.
- Added point No. 6 – That would oppose additional expansion of HOV lanes other than HOV vehicles.

Commissioner Adams is glad they will focus on the spillover to maintain a sustainable transit program. She also mentioned the issue of self-help being expanded in the bond program with a recommendation for including any County with developer fees or any kind of toll on bridge ways and that dilutes that particular pot of money to those agencies. She wanted them to pay attention and work to make sure they are protecting those counties that politically put themselves on the line.

ED Steinhauser discussed who is eligible and why the historical program allowed both the self-help counties and local impact fees. This is related to the State Local Partnership Program in the bond as to who can come in for a match of funds and they are advocating under Item 3 that they make sure local rehab is eligible .. Chair Kinsey felt it is too soon to take a final position on this because bridge tolls relate to RM2, which relates to the Greenbrae Corridor and SMART could be eligible and could bring money to Marin County. As a result, they may be in a better position if bridge tolls get in and believed they should stay close in touch, but they do not know just yet which formula would be in the best interest of Marin. Mr. Yoder concurred with the Chair's statement.

Commissioner Arnold asked if they talked to the Speaker about the spillover funds. Mr. Khouri responded in the affirmative. He explained that the Speaker's staff is very well aware of what is

occurring. He added that transit agencies have fixed routes and transit last year made 1.4 billion trips. In addition, operations money is needed. There are representatives on the other side who want money for roads, but the bigger the State Highway System gets the more maintenance and the SHOPP program is exacerbated. They are working closely with the Speaker's office. He also noted that Senator Perata is taking charge to make sure that transit does not get the short end of the stick.

Commissioner Breen discussed Item 5 in regard to alternative modes and pointed out that there is no mention of rail. He stated that rail is an alternative transit mode. As well, they are seeking to receive funds in Marin for the ferry service. They must follow and make the most of transportation dollars. ED Steinhäuser referred to Item 3 regarding rail and transit facilities. Mr. Khouri pointed out that Senator Perata is trying to get funding in case of a disaster. Also, the way transportation is financed must be reviewed to make sure they are not shortchanging the public on alternate modes of transportation.

Commissioner Adams believed Item 3 identifies an area to support connectivity with all modes of transportation. She added that TAM does not have control over the SMART Board and many agencies will call out priorities to focus on because this is a huge wish list. She would rather see lobbyists working on key features that will help TAM preserve their goals at this governing body.

The item was opened to public input.

David Schonbrunn, TRANSDEFF, stated that by adopting this platform, TAM is making a very clear statement that it is someone else's responsibility. Mill Valley determined that 65% of green house gas emissions was coming from transportation. He added that transportation is huge. Bullet 2 under "Air Quality" is a flawed effort to respond to this concern. In adopting a program in which widening highways is the sole focus, TAM is stating that they want to encourage more driving, which means more green house gases. Bullet 2, in his view, is completely meaningless in that context. He stated that recognizing that no other boards are able to deal with this, but ultimately TAM's decision, cumulatively with the decision of all other boards are resulting in massive climate change. He added that TAM has the responsibility of deciding what will happen in the future. He asked if they can agree to acknowledge the threat of climate change and the major role transportation plays in that and resolve to figure out what will be the responsible thing to do.

Deb Hubsmith, MCBC, thanked staff and the consultant team for including mention of the nonmotorized transportation pilot plan in these recommendations. She believed they have a real opportunity. She agreed with Mr. Schonbrunn that this is a serious issue regarding green house gas emissions. She believed they have an opportunity in Marin County to shine as an example for how the community can do something different and change business as usual. The report from Mill Valley did indicate 65% of green house gases came from transportation sources. They continue to hear in the debate of global warming the issue of trading emissions and increasing fuel economies for cars. What is completely being missed is the fact that 41% of trips in the United States are two miles or less and are often cold start trips. There is an opportunity to create and complete a bicycle and pedestrian network. Thanks to the nonmotorized transportation pilot program, they secured through the Board of Supervisor \$25 million to start that effort, but it will cost more. They need to create this complete network soon in order to show how they can reduce these green house emissions. Also, with the implementation of AB32, they can move forward as long as TAM does so aggressively and directs staff to pursue additional funds for the pilot program. She further noted that she makes frequent trips to Washington and Sacramento and would like to work with TAM's lobbyist concurrently.

The public input was closed.

Chair Kinsey asked for a motion.

Commissioner Lundstrom moved and Commissioner Knutson seconded, to adopt TAM's 2007 Legislative Platform as presented.

Commissioner McGlashan asked if the consultant understands the key level of interest in alternate modes of transportation or is more information needed. Mr. Yoder responded that this is the most aggressive transportation agenda in terms of air quality of any agency to their knowledge.

Commissioner Maggiore wanted to know if they are aggressively seeking funds to reduce green house gases. Mr. Yoder stated that the federal government holds the power in terms of gas emissions. They will make this as aggressive as needed. To be more aggressive in terms of air quality issues, they must focus efforts, in the next year, on the federal government.

ED Steinhauser has been working with Deb Hubsmith and her team to make sure that the SR2S program levels remain high at the State level despite the federal funding coming and they fought to try and maintain funding for alternative modes. Also, a subcommittee will follow the activity, so there will be an opportunity to begin working more cooperatively with them regarding a report to congress and furthering that program at the federal level.

Motion carried unanimously.

Commissioner Brown left the TAM meeting at 8:58 pm.

8. SR2S Evaluation Report

ED Steinhauser, summarized the staff report and noted that no action is required. TAM staff seeks comment and feedback on the SR2S 2005-06 evaluation.

David Parisi, Project Manager, Safe Routes To School (SR2S) provided the following PowerPoint presentation for TAM's consideration that included the following:

- Safe Routes to Schools in Marin
- Goals of Safe Routes to School
 - Reduce traffic congestion
 - Increase physical activity for children and youth
 - Foster a healthier lifestyle for the whole family
 - Create streets and neighborhood that encourage the use of alternate modes
 - Improve air quality and a cleaner environment
- Participation Year-to-Year
- Program Elements
 - Education
 - Encouragement
 - Enforcement
 - Engineering
 - Evaluation
- New Classroom Education and Programs
- New Events and Contests
- New or Revised Programs
- Infrastructure and Engineering Projects
 - Ross Valley School District

- San Rafael & Dixie School District
 - Kentfield School District
 - Ross Valley School District & St. Rita's
 - Corte Madera
 - Novato School District
- Engineering
- Engineering Improvements
- Safe Routes to School Funding
 - Federal SRTS
 - State SR2S
 - Local Safe Pathways
- Participating School Task Forces
 - Mill Valley
 - Novato
 - Ross Valley
 - San Rafael (Dixie and San Rafael Districts)
 - Twin Cities (Larkspur and Corte Madera
 - Reed
- Surveys
 - Mode shift surveys
 - Parent surveys
- Results of Mode-Shift Survey
- Parent Survey: Purpose
- Parent Survey: Questions
- Results of Parent/Guardian Survey
 - 19% reduction in single-student auto trips
 - 75% of respondents are interested in carpooling
 - Over 30% would allow their student to bike or walk if accompanied
- Participating vs. Non-Participating Schools
- Reasons for Driving To/From School
- Willingness to Allow Child to Walk or Bike to School
- Ways to Decrease Parents Driving Children alone to School
- Greatest Value of SR2S to Respondent
- Peer Review
- Lessons Learned from Peer Review
- Overall Recommendations
 - Expand to other schools
 - Utilize Safe Pathways Program
 - Sustain an increase participation, enthusiasm and continuity
 - Continue to remove barriers to walking and bicycling
 - Increase transit availability
- Expand to Other Schools
- Utilize Safe Pathways Program
- Sustain and Increase Participating and Enthusiasm
- Continue to Remove Barriers to Walking and Bicycling
- Increase Transit Availability
- New TAM Safe Routes Website

Commissioner Lundstrom commended Mr. Parisi on the program. She noted that Larkspur started SR2S five years ago and believes there is huge effort that must continue to be made about carpooling and SR2S must educate and change adult behavior in regard to carpooling. ED Steinhauser understands the need to expand efforts in that regard. There is a pilot program to enhance carpooling around schools in Marin County and staff hopes to be successful in receiving that grant, and if not, staff will look at other opportunities. Staff agreed to do more outreach.

Commissioner Adams appreciated the presentation tonight from Mr. Parisi. She added that this is an example of demonstrating the investment of taxpayers' dollars and they are showing how they are decreasing single occupancy vehicles. This demonstrates the need to continue investing in this program and provides helpful hints on priority items of parents. They must start focusing on high schools and as they continue to look at this program to review middle school children entering high school.

Commissioner Maggiore stated that SR2S has had a profound effect on Fairfax. They changed several crosswalks and traffic patterns, so she commended Mr. Parisi on a job well done. She recommended adding questions on the DMV exams in regard to being bicycle and kid aware. ED Steinhauser agreed to investigate.

The item was opened to public input.

Jean Barretsmeyer, Marin resident, commended Mr. Parisi on the SR2S program and events and asked TAM to consider separating information into primary grades, middle school grades and high school grades to know the successes and point out the problems as well as provide clues to rectify the situation. She also believed in the evaluation to consider vehicular results by numbers. She is very interested in how many high school students actually ride their bicycle to school as a result of a program that has been in place.

Margaret Zegart, Marin resident, indicated that SR2S is working with high school students from Tamalpais High School by placing bike racks in front of the school and there was a significant increase in the number of bikes because the bikes were in a secured location.

Deb Hubsmith, MCBC, heads a national coalition called "Safe Routes for Schools National Partnership" that grew out of Marin's success from SR2S. As an individual, there is an opportunity to support more funding for SR2S in the very near future because Assembly Bill 57 was introduced at the State level that would continue directing one-third of safety funding to SR2S, which the State of California has been doing since 1999. That is very important because the amount of funding for SR2S is actually going to decrease at the State level because the federal funds that have been received are a smaller amount of funding than the State was providing previously. So, unless the State continues this program, Marin will be receiving less money. She also agreed that hard numbers are good, but with regard to percentages, they must be reported correctly. She announced that she was recently appointed to the national SR2S taskforce in her national capacity, so she has the opportunity to bring forward matters that come up in Marin County as well. She further noted that as various strategies come forward out of this program, if TAM would like her to bring anything forward at the federal level, she would do so. They will create a report to be delivered to Congress to help inform the next reauthorization.

9. Wilbur Smith Contract for Marin City CBTP

Chair Kinsey summarized the staff report and recommended that TAM authorize the Executive Director to execute a Professional Services Agreement with Wilbur Smith Associates to prepare the Marin City CBTP.

The item was opened to public input, and seeing no one wishing to speak, the public input was closed.

Chair Kinsey asked for a motion.

Commissioner McGlashan moved and Commissioner Heller seconded, to authorize the Executive Director to execute a Professional Services Agreement with Wilbur Smith Associates to prepare the Marin City CBTP. Motion carried unanimously.

10. Adopt Infrastructure Bond STIP Augmentation Priorities

ED Steinhauser summarized the staff report and requested that TAM recommend to MTC the programming of TAM's STIP Augmentation funds to the Gap Closure as needed for cost increases, or to the Marin-Sonoma Narrows as a complement to ITIP and CMIA Bond Funding; and that the TAM Board authorize the Executive Director to work with MCTD to finalize the reprogramming of existing STIP funds from the Novato Intermodal Transit Center to other high priority transit capital needs within MCTD's jurisdiction, and submit such recommendation to MTC.

The item was opened to public input, and seeing no one wishing to speak, the public input was closed.

Chair Kinsey asked for a motion.

Commissioner Arnold moved and Commissioner Breen seconded, that TAM recommend to MTC the programming of TAM's STIP Augmentation funds to the Gap Closure as needed for cost increases, or to the Marin-Sonoma Narrows as a complement to ITIP and CMIA Bond Funding; and that the TAM Board authorize the Executive Director to work with MCTD to finalize the reprogramming of existing STIP funds from the Novato Intermodal Transit Center to other high priority transit capital needs within MCTD's jurisdiction, and submit such recommendation to MTC. Motion carried unanimously.

11. Release of Amendment to Strategic Plan for Major Roads Projects – County of Marin and City of San Rafael

David Chan, Programming Manager, summarized the staff report and recommended that TAM release for comment this amendment to the Strategic Plan's Revenue and Expenditure Element at the Board's January 25th, 2007 meeting and consider it for approval at the February 22, 2007 meeting, after adequately addressing any public comment.

ED Steinhauser stated that Central Marin's share of funds in the Expenditure Plan out of the Major Roads category is not enough to go very far down the list of needs. The County project shows that they are already estimating being over the total allowable funds by \$1.2 million.

Commissioner Adams stated that the first projects presented for funding will receive money, but cautioned everyone that there must be geographic equity in the distribution of these funds ultimately. The West Marin planning area will need to seek out other sources of funding once the Measure A funds are depleted. ED Steinhauser stated that West Marin is scheduled to receive \$5.7 from the Measure,

but the scope of that project is yet to be determined, and final costs could be greater.. Staff noted that there is concern about the West Marin project and the challenge is implementing a bike and pedestrian pathway into this environmentally sensitive area. TAC is considering all options with respect to providing that bike and pedestrian capacity.

The item was opened to public input.

Karen Nygren, Sierra Club, said that the West Marin project is not only challenged financially for construction in the future, but also extremely challenged from the environmental community about the viability and desire to do this project as proposed. There are redwood trees along the right-of-way and in order to accommodate this widening project several redwood trees must be removed. This is the most pristine area in West Marin. There is a beginning of an agreement with the Bicycle Coalition that bicyclist would be very happy to not have a bike pathway but rather a paved path along the railroad easement right-of-way. She asked TAM to think carefully and look at the scope of the project because this will, in fact, have a very difficult time moving forward with the environmental community and cautioned TAM to look very carefully at funding this project.

Deb Hubsmith, MCBC, met with the State Parks Board about two years ago regarding the possibility of partially paving a pathway using environmentally friendly impermeable surface to get to the State Park from the bridge. They are very concerned with the safety of bicyclists in West Marin. There have been four fatalities in the last seven years, three occurred in West Marin. Also, they are very concerned about preserving the environment and protecting the redwood trees. She hoped as the environmental review process moves forward that they will look at using environmentally friendly surface to pave only half of the pathway to be considered. They want this to happen as part of whatever project moves forward because if this is a stand-alone project it will not move forward. They want to improve the safety of bicyclists and preserve the environment.

Jean Barretsmeyer, Marin resident, stated that erosion is occurring that could be remedied to use that railroad path again. Given the history and intent, she recommended paving Drake with shoulders to provide better roads for vehicles. She felt repaving would provide safe routes for road bikers. She did not support a separated area with paving. She further agreed to provide written comments to staff.

Chair Kinsey agreed this is a very important and sensitive environment that will involve a lot of thinking. They want to rehabilitate a road in a pristine, precious resource area. They want to make all of their roads work for all users and no decisions have been made. The County is using an advisory process so all stakeholders are able to actively participate.

The public input was closed.

Chair Kinsey asked for a motion.

Commissioner Adams moved and Commissioner Breen seconded, that TAM release for comment this amendment to the Strategic Plan's Revenue and Expenditure Element at the Board's January 25th, 2007 meeting and consider it for approval at the February 22, 2007 meeting. Motion carried unanimously.

12. Allocation to County of Marin – Measure A Major Roads – SF Drake through West Marin

ED Steinhauser summarized the staff report and recommended that TAM allocate \$114,133 in Measure A funds from Strategy 3.1, Major Roads and related infrastructure, to Marin County for the Sir Francis Drake Boulevard Rehabilitation project as the top priority in the West Marin Planning Area.

The item was opened to public input, and seeing no one wishing to speak, the public input was closed.

Chair Kinsey asked for a motion.

Commissioner Adams moved and Commissioner Lundstrom seconded, that TAM allocate \$114,133 in Measure A funds from Strategy 3.1, Major Roads and related infrastructure, to Marin County for the Sir Francis Drake Boulevard Rehabilitation project as the top priority in the West Marin Planning Area. Motion carried unanimously.

13. Swap Federal RBPP Funds Programmed to the Highway 101 Gap Closure Rehabilitation Project.

ED Steinhauser summarized the staff report and recommended that TAM swap \$875,000 in RBPP funds available to TAM and previously programmed to the Highway 101 Gap Closure Project with \$875,000 in Measure A funds programmed to the City of San Rafael for the bicycle and pedestrian components of the City's Fourth Street Rehabilitation Project. The City of San Rafael concurs with this approach.

Chair Kinsey asked for a motion.

Commissioner Adams moved and Commissioner Heller seconded, that TAM program \$875,000 in RBPP funds available to TAM and previously programmed to the Highway 101 Gap Closure Project with \$875,000 in Measure A funds programmed to the City of San Rafael for the bicycle and pedestrian components of the City's Fourth Street Rehabilitation Project.

The item was opened to public input.

Deb Hubsmith, MCBC, announced that this project would also include bicycle racks on the sidewalk along Fourth Street that was not been listed in the project description.

The public input was closed.

Motion carried unanimously.

14. Summary of Executive Director Performance Evaluation

ED Steinhauser summarized the staff report and recommended that TAM approve the contract between TAM and LGS regarding the compensation package for Executive Director Dianne Steinhauser. Extend the contract by approximately one year to December 31st, 2007, incorporating the changes as noted.

The item was opened to public input, and seeing no one wishing to speak, the public input was closed.

Chair Kinsey asked for a motion.

Commissioner Lundstrom moved and Commissioner Adams seconded, recommended that TAM approve the contract between TAM and LGS regarding compensation package for Executive Director Dianne Steinhauser. Extend the contract by approximately one year to December 31st, 2007, incorporating the changes as noted. Motion carried unanimously.

15. Hwy. 101 Update – No report.

16. Open time for items not on the agenda

David Schonbrunn, TRANSDEFF, attended an MTC Advisory Committee meeting about a parking study and reported that TAM was represented by Carey Lando and the City of San Rafael was represented by Linda Jackson, so Marin had a major presence at this meeting.

Chair Kinsey stated that, in conjunction with regional efforts around smart growth, there is a Marin County Workshop scheduled for 7:00 p.m. on February 12th at the City of San Rafael Council Chambers, which is called *"Focusing the Vision."* ABAG is the presenting agency, MTC and the Air District are partners. It is an opportunity to learn more about transit-oriented development policies. The idea is that some of the State bonds from Prop 84 and Prop1C will be sequestered and only made available to those communities who have developed General Plans consistent with transit-oriented development policies. He invited and encouraged cities and towns to have representation at this meeting.

By Order of Chair Kinsey, the TAM meeting adjourned at 10:07p.m.